

30th Street / Mission BART Station Study

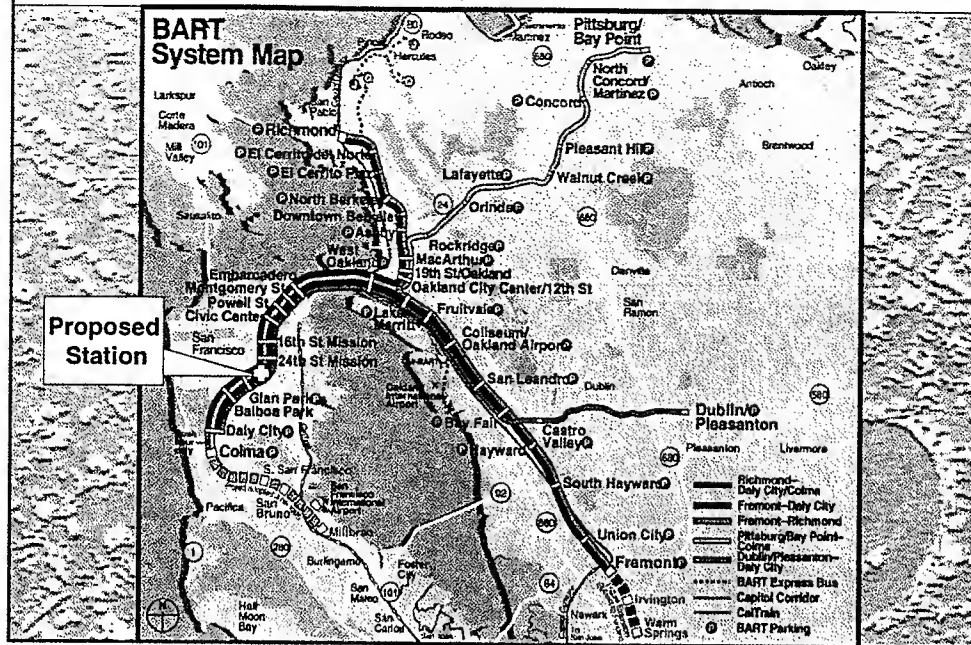
# **30th Street / Mission BART Station Feasibility Assessment**

## **PUBLIC WORKSHOP**

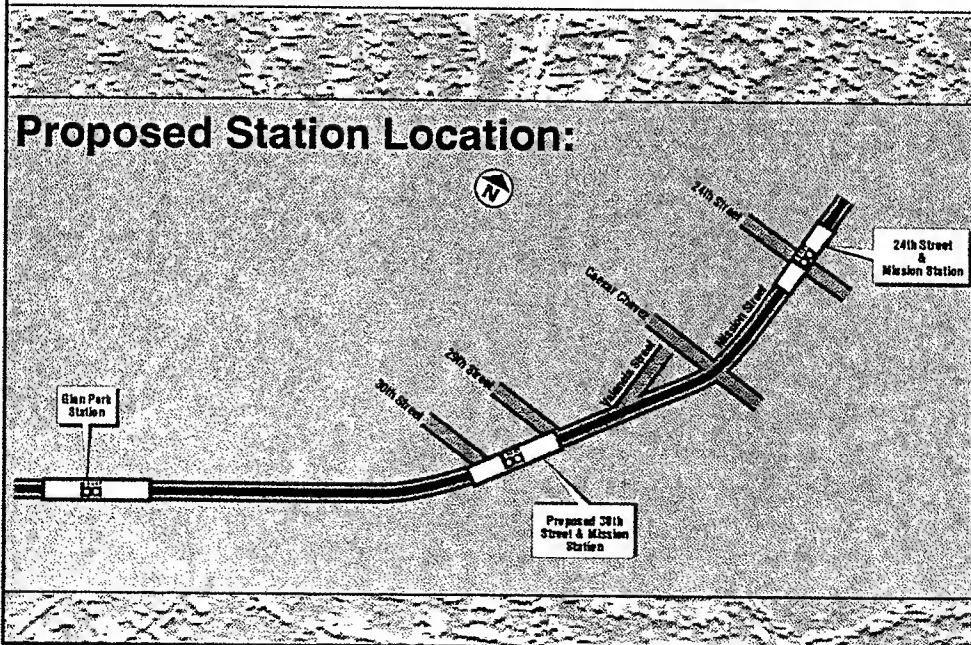
*April 11, 2002*



## 30th Street / Mission BART Station Study



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### Why This Location?

- Transit Connections to four Muni bus lines and J-Church Muni Metro
- Mid-point of large gap on BART line in San Francisco
- Serves five neighborhoods not directly served by BART: Bernal Heights, Outer Noe Valley, Fairmount and Outer Mission

## 30th Street / Mission BART Station Study

### Potential System Benefits:

- Increase in operation flexibility
- Train turnback potential
- Enhancement to failure management / recovery
- Increase ridership



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### What is this Study ? (and what is it not ?)

- Feasibility, not Preliminary Engineering  
Is it possible ?  
Range of alternatives
- Gather data and report findings
- Next steps

## 30th Street / Mission BART Station Study

### History and Selection of Alternatives

- 1998 Sketch study by BART
- Established minimum design criteria
- Developed approximately 10 alternatives
- Alternative screening
- Identified engineering / operational challenges

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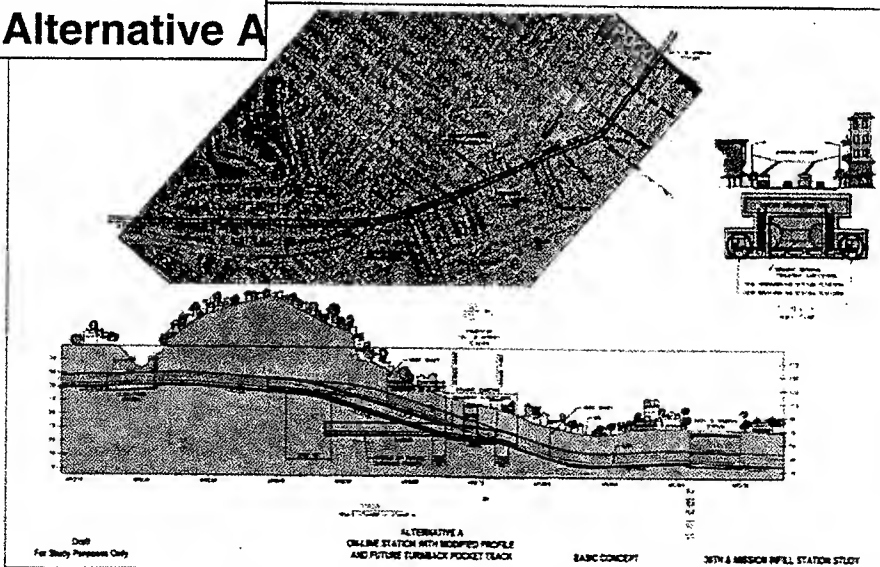
### Challenges:

- Existing track grade is greater than 3%
- No decrease in service levels south of new station
- Provide both northbound and southbound service
- Maintenance of service throughout construction
- Minimization of disruption to existing communities

max 1%  
 is OK  
 for ADA  
 and mechanical  
 constraints  
 /  
 there SW  
 yes 1% max  
 grade as a  
 sanity check  
 when starting  
 a train from  
 a station  
 - WP

## 30th Street / Mission BART Station Study

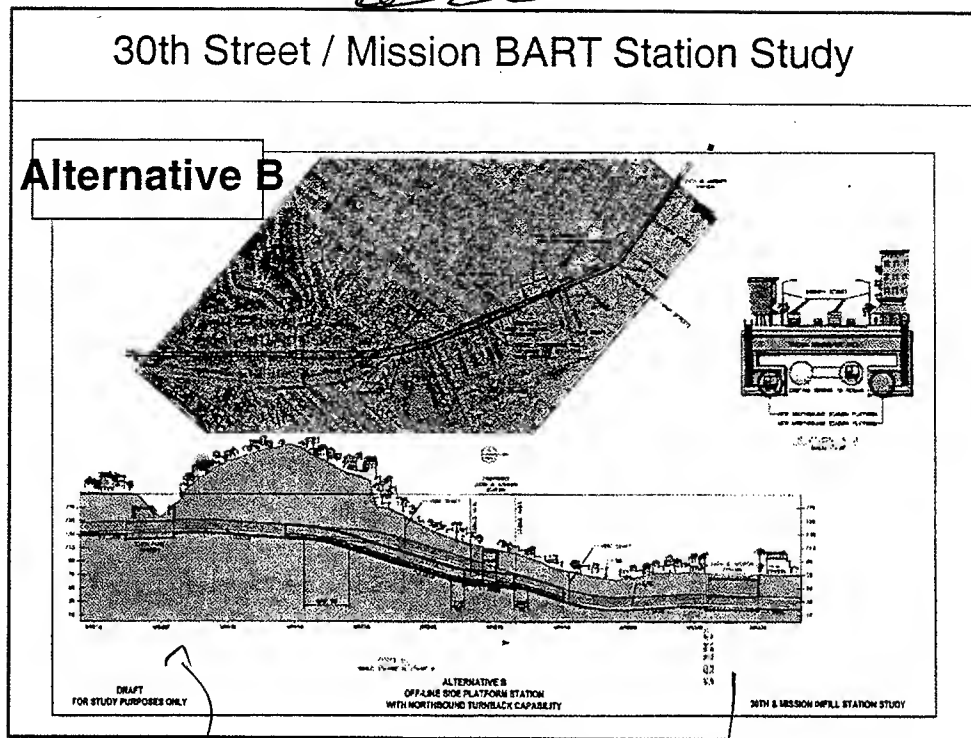
### Alternative A



new  
 water  
 tubes  
 w/ center  
 platform  
 center tubes  
 are access  
 to storage

current tubes  
separated 4x 38 ft  
~~30 ft deep~~

20 ft  
deep  
in  
mission



two new  
outer tubes  
with side  
platforms

inner existing  
tubes are  
for double  
tracking

Northern  
part is  
on fill  
so has to be  
cut & cover

1500  
~~1000~~ ft  
of mission  
st  
could be  
torn up  
~~also done~~

garage

24m st



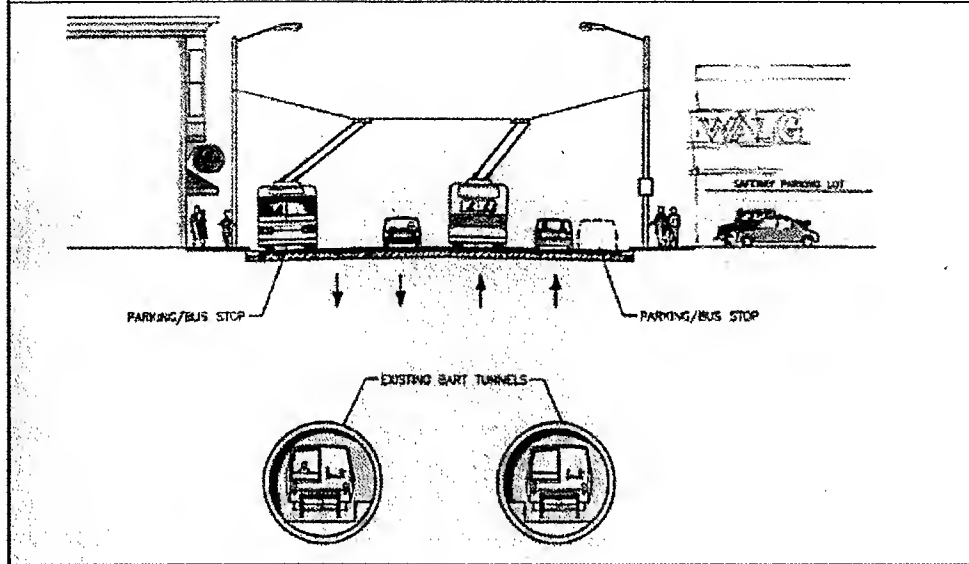
tubes  
50 ft x  
50 ft  
access  
tunnel  
for mining  
by hand

30% grade rises 21 ft over this length  
stabling are 700 ft long

They don't know  
if any demolition  
would be required  
They could use Parkway parking lot for hand access

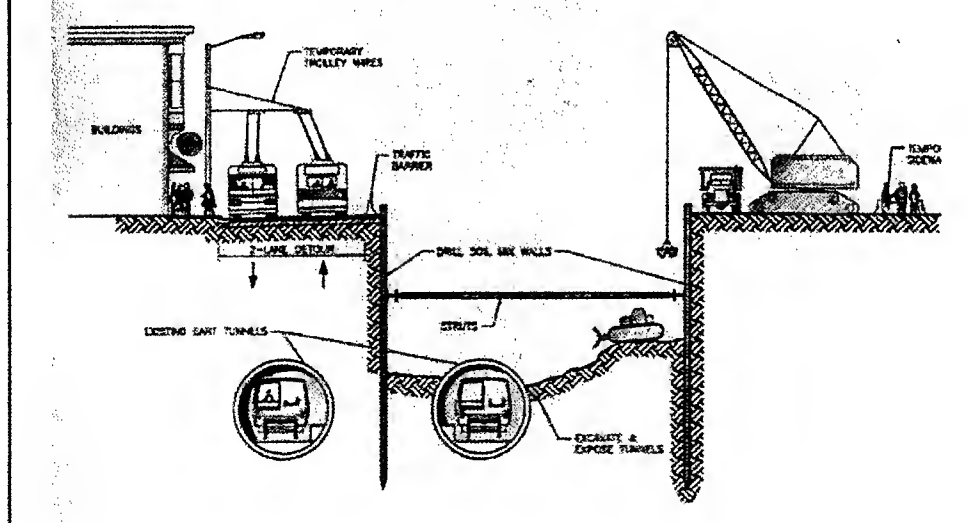
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### 1. Mission Street Now



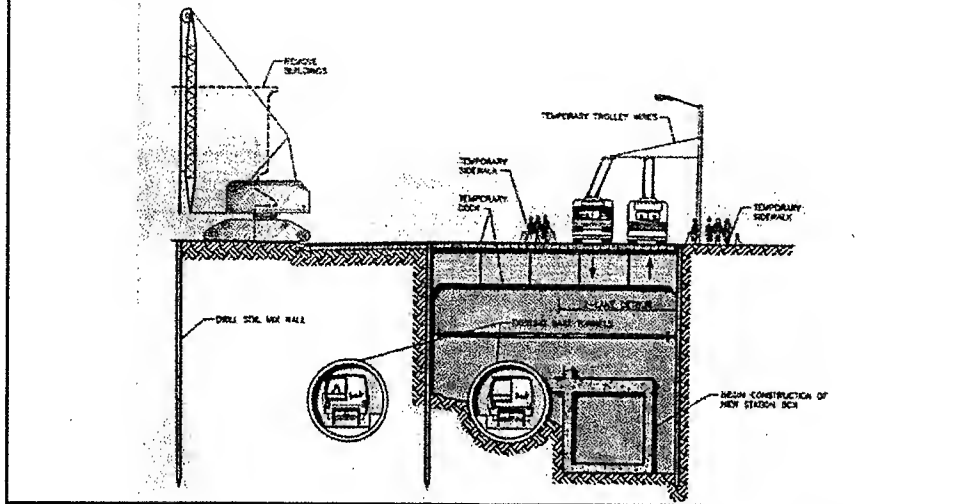
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### 2. Traffic re-routed, construction sites cleared, and current tunnels excavated



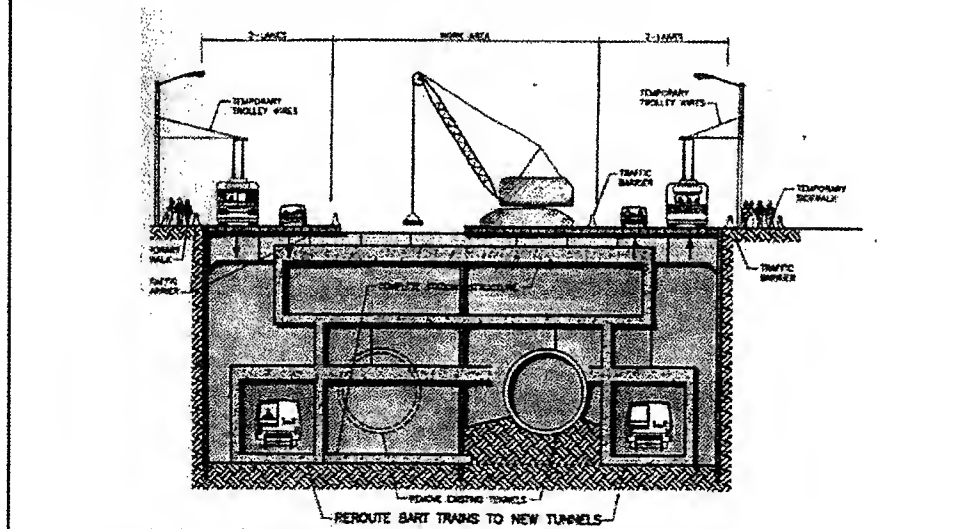
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### 3. New tunnels constructed beside old ones, temporary street / sidewalk built



## 30th Street / Mission BART Station Study

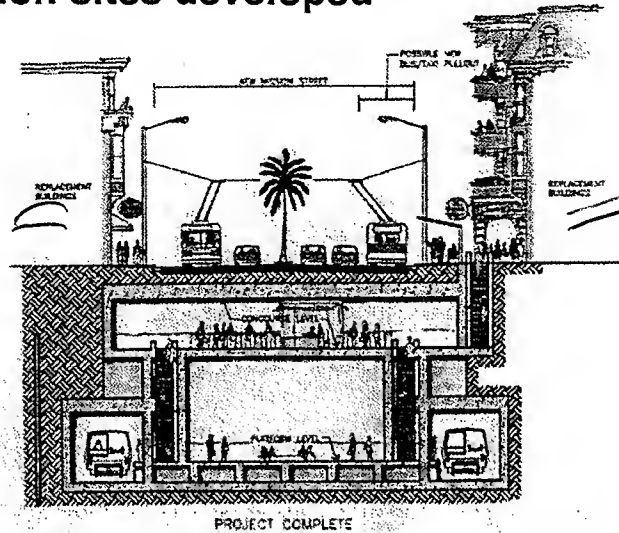
### 4. New tunnels and station completed, traffic rerouted around construction site





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### 5. Station fully functional, normal traffic restored, construction sites developed



## 30th Street / Mission BART Station Study

### Impacts

- **Construction**

- Noise, dust & utilities

- Transportation disruptions (Muni, traffic & BART)

- Night work

- **Long term**

- Transbay capacity

- Changes in traffic patterns & volumes

- **Risk**

- Major disruptions

- Subsidence

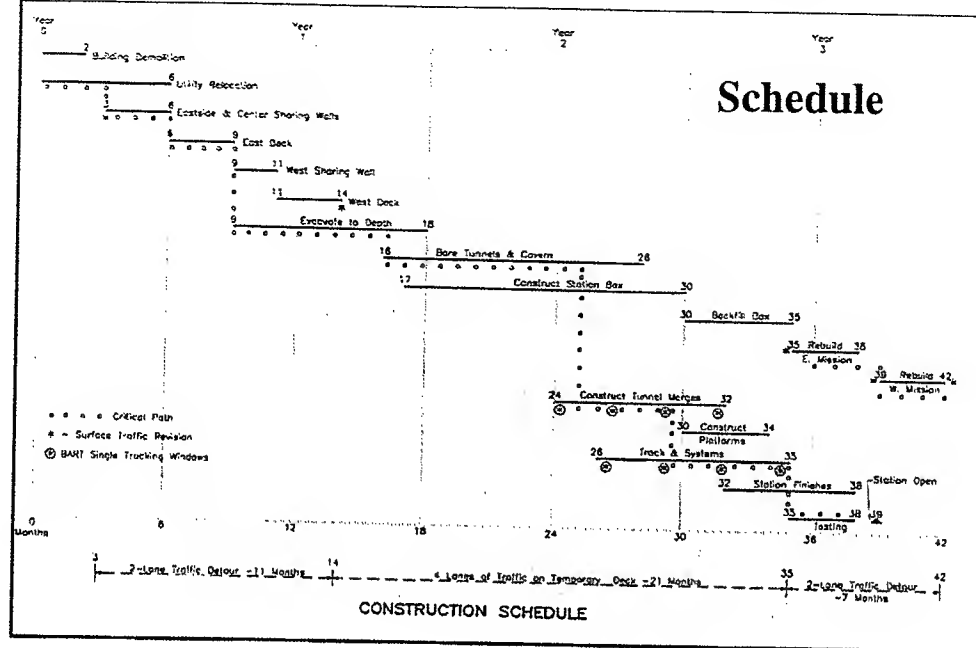
- Insurance

Muni  
possible  
nearby  
existing  
construction

BART  
would single  
track on  
weekends

That can I do  
it all at night

## 30th Street / Mission BART Station Study



## 30th Street / Mission BART Station Study

### Alternative Cost Estimates (in millions):

- Alternative A (w/o pocket track) \$444
- Alternative A (w/ Pocket Track) \$526
- Alternative B \$461

### Exclusions

- Right-of-way
- Environmental
- Escalation

## 30th Street / Mission BART Station Study

### Cost Estimate:

*Selected rail capital projects (in millions from MTC's RTEP):*

- Caltrain Extension/Transbay Terminal: \$1,885
- Muni Central Subway: \$ 647
- BART to Warm Springs: \$ 634
- BART 30th Street: \$ 440-520
- BART Oakland Airport Connector: \$ 232

## 30th Street / Mission BART Station Study

### Ridership & Land Use Considerations:

- BART promotes station planning where higher number of riders will justify investment.
- 1998 SFCTA ridership projection: 3,800 - 5,700  
(does not consider SFO/Millbrae-Caltrain extension)
- TOD program would boost ridership
- Many riders expected to be diverted from Mission Muni lines
- Could add new riders to connecting Muni lines (24, 67, J, etc.)

entries  
per day

29 AMULETS SFO → PULLI  
31 AMULETS ~~SFO~~ → PULLI

June 15  
next meeting  
Sat AM

- "A# The end of m<sup>3</sup> year"  
Will be will open  
- Peter Albert

petr Albert

"A# The end of m<sup>3</sup> year"  
Will be will open  
- Peter Albert

- 
- The logo for the comic strip 'Bart Simpson' features the word 'BART' in a bold, sans-serif font. Below the letters 'A' and 'R' are two large, circular eyes with detailed pupils and eyelashes, giving the impression that the letters themselves are looking.

Peter Alva

570 287 4702

palherst@hart.gov

King Smith  
I22-1800  
~~Acorns~~  
Munkit live on road at  
Early danger in them // on  
speaking



**30<sup>th</sup> Street/Mission BART Study**  
**Community Meeting #3**  
**April 11, 2002**  
**6:30 – 8:30 pm**  
**Bernal Heights Neighborhood Community Center**  
**515 Cortland Avenue, San Francisco**

**Agenda**

- |    |   |   |
|----|---|---|
| 1. | <b>Welcome and Introductions<br/>(15 min)</b>   | <b>Mauricio Vela, Executive Director<br/>Bernal Heights Neighborhood Center</b> |
| 2. | <b>Background and Status of Study<br/>(15 min)</b>  | <b>Peter Albert,<br/>BART Planning</b>  |
| 4. | <b>Review of Feasibility<br/>Assessment Findings (20 min)</b> <ul style="list-style-type: none"><li>• <b>Construction</b></li><li>• <b>Operations</b></li><li>• <b>Cost Estimates</b></li><li>• <b>Schedule</b></li></ul> | <b>Jim Gravesande,<br/>BART Transit Systems Development</b>                     |
| 5. | <b>Land Use and<br/>Community Planning Issues<br/>(15 min)</b>  | <b>Peter Albert</b>   |
| 6. | <b>Next Steps<br/>(20 min)</b>  | <b>Tom Radulovich , and<br/>Mauricio Vela</b>                                   |
| 7. | <b>Community Review &amp; Discussion<br/>(30 min +)</b>   |   |
| 8. | <b>Adjournment</b>  |   |